

WEEKLY TELEGRAPH.

ASHTABULA.

Saturday Morning, Oct. 2, 1858.

REPUBLICAN STATE TICKET.

Judge of the Supreme Court,
WILLIAM V. PECK, of Scioto.

Comptroller,
WILLIAM H. THIRLBY, of Franklin.

Attorney General,
CHRISTOPHER P. WOLCOTT, of Hamilton.

Member of Board of Public Works,
JOHN L. MARTIN, of Butler.

CONGRESSIONAL TICKET.

For Member of Congress,
JOHN HUTCHINS, of Trumbull Co.

COUNTY TICKET.

For Auditor,
J. C. A. BUSHNELL, of Jefferson.

Comptroller,
G. W. ST. JOHN, of Morgan.

Director of Indemity,
NOAH HOSKIN, of Jefferson.

Director of Indemity,
ISAAC B. STEVENS, of Ashtabula.

THE LATEST NEWS.

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I pulled after the ship and picked up a German who was swimming strongly; and we paddled after the ship with the lath; I now saw a vessel under sail approaching; she reached the steamer at about 5 p. m.; we continued pulling toward them, and about seven o'clock, after being five hours in the water, got within hail of the sailing vessel, which was of a boat and took us on board. She proved to be the French bark *Maurice*, Capt. Ernest Renaud, of Nantes, bound from Newfoundland for the Isle of Bourbon, with fish. She had, up to that time, rescued forty passengers of the burning steamer, chiefly taken off the bowsprit, though a few were picked up floating around. At about 8 o'clock one of the metal life-boats came up, with about 23 persons, including the first and third officers; afterward three or four men were picked up, floating on a piece of the broken boat. The second officer was taken up, having been swimming with nothing to float him, for six hours. The second and third officers were severely burned; one male passenger was burned frightfully, and some other male passengers slightly. There were but six women saved, three of whom were burned, one in a shocking manner. Capt. Renaud acted with the utmost kindness. I did not see an officer of the ship during the fire, and am certain there was not one of them or the crew on the poop, except a man at the wheel for a short time. I understood that when the Captain heard of the fire, he rushed on deck, and saw the flames, exclaiming, "We are all lost!" He tried to get out a boat, which, when let down, was swamped, and he, whether accidentally or not I do not know, fell into the sea, and was soon left far behind. The fourth officer was in this boat. He cut his loose from the davits; she was carried under the screw and smashed, and several in her drowned; three or four men escaped on a fragment, and were picked up by the *Maurice* as before stated. About the same time one metal life-boat was let down from the port bow and swamped, but got cleared away with about 33 persons in her, including the first and third officers and several women. The men in this boat capsize her two or three times, in trying to clear her of water. Ten persons were thus drowned, including some women. They afterward bailed her out with life-preservers cut in two, and pulled to the *Maurice*, having picked up two or three passengers before reaching the bark. After there were 67 souls taken into the *Maurice* during the night. A Norwegian bark came up with the steamer the next morning, and a boat was observed going around the burning ship. They may have picked up a few persons. The *Maurice* had no communication with the Norwegian. At about 7 o'clock the *Maurice* sailed to Fayal to deposit the rescued passengers. At about 9 o'clock the same afternoon, she fell in with the bark *Lotus*, Capt. Trefly, of Yarmouth, Nova Scotia, from Liverpool for Halifax. Capt. Trefly kindly gave me passage, and eleven others. The fire is known to have arisen from the very culpable negligence of some of the crew, in an attempt to fumigate the steerage with burning tar. The rescued passengers saved nothing but the clothes on their backs, and even the greater part of these were torn off and otherwise lost. Six hundred souls were supposed to be on board, including many women and children.

The *Ashtabula* was a fine iron screw steamer of 2,334 tons, built in 1857. She was built in nine water-tight compartments, and her apparatus for extinguishing fire was of the first order. She had a direct condensing engine. She belonged to the Hamburg and American Steam-Ship Company of Hamburg, and is the last one of the four steamers built for that line, combining all the latest improvements—and being the most costly steamer of the line. She must have cost upward of \$300,000, which is fully covered by insurance on the other side. The *Ashtabula* had also a large and valuable cargo.

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THE LATEST NEWS.—For several days there has been a gathering conclusion that one of the Atlantic steamers had been burned at sea, in consequence of the fact of a burning vessel having been seen, but not identified, had been received. The suspicion at length became almost a fixed opinion, that the ill-fated vessel was the steamer *Ashtabula*, of the Bremen line, via Southampton. This opinion has been confirmed. The *Ashtabula* left Hamburg on the 23d, and Southampton on the 24th with about 500 passengers, all but about 40 of the number, second cabin, or steerage, which, with the officers and crew, carried the number of souls on board up to about 600. After unfavorable weather to the 12th, a cheerful fog was felt that N. Y. would be reached by the 18th. But alas, for the uncertainty of earthly hopes. At 2 p. m. on the 13th, a dense smoke was discovered rising from the forward stowage, the vessel having taken fire in that portion, by a careless officer at fumigation, by heating a chain and burning tar. In heating, the chain had been made so hot that it could not be held in the hand, and was dropped upon the deck, and the tar being upset, material was furnished for rapid combustion. This caused a panicked little scene to have been due to extinguish the flames. The ship was heading to the wind, and this lent its influence to the progress of destruction. The flames soon burst out of the midship lights, and to add terror to the whole, the magazine exploded, suffocating, or driving the engineers from their posts. Speed had been slackened, and the ship put upon a different tack, but the helmsman was soon driven from the wheel by heat and smoke, when the ship became unmanageable. Two boats were let down, and immediately swamped. The mass of the passengers crowded on the poop, and the vessel heading up to the wind the flames and smoke enveloped them on every side. Here the scene was terrible; all hope vanished, husbands and wives, parents and children, leaped into the sea locked in each other's arms, many of the women with their clothes on fire, to escape a more frightful death. Two men succeeded in reaching a swamped boat, but were soon left far behind the steamer. In half an hour the only persons remaining alive on the *Ashtabula* were some 20 or 40 who had crowded out upon the bowsprit. Fortunately the French bark *Maurice*, Capt. Ernest Renaud, discovered the burning ship and hastened to the succor of the survivors. Before dark she succeeded in rescuing 40 persons, mainly from the bowsprit, a few being picked up in the water. At 8 o'clock a boat came up with 23 more, making altogether 67 persons taken on board the *Maurice*, of whom 57 were passengers. These are all positively known to have been saved, and some of them were badly burned. The next morning the *Maurice* saw a Norwegian bark cruising about the burning ship; but it is hardly probable that any more were found alive. The *Maurice* sailed for Fayal on the 14th, and the same day fell in with the bark *Lotus*, Capt. Trefly, bound for Halifax. Twelve of those saved from the *Ashtabula* were put on board the *Lotus*, arriving at Halifax on Sunday afternoon. Little from these that our accounts are obtained.

We annex another account, by Mr. CHAMBERS, a well known English gentleman, one of the survivors.

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